

AMENDMENTS TO THE CLAIMS

1. (Canceled)

2. (Canceled)

3. (Canceled)

4. (Canceled)

5. (Previously Amended) A pneumatic tire comprising
a tread portion with a pair of tread edges, and
a tire shoulder extending radially inwardly from one of the
tread edges, provided with a curved surface, wherein
said tread portion is provided along at least one of the tread
edges with a circumferential rib with said curved surface,
the curved surface comprises a plurality of convex curves with
a plurality of concave curves alternating therewith,
on a cylindrical surface centered on the tire axis and
intersecting said curved surface,
each said convex curve swells axially outwards to have a
curvature, and each said concave curve caves axially inwards to
have a curvature, and the intersecting line between the curved
surface and the cylindrical surface is a waved line, and
each of said curvature of the convex curve and said curvature
of the concave curve gradually diminishes towards the radially
inside from the tread edge.

6. (Canceled)

7. (Canceled)

8. (Original) The pneumatic tire according to claim 5, wherein
said rib extends continuously in the tire circumferential
direction, and

the curved surface is provided along at least 50% of the
circumferential length of the rib.

9. (Original) The pneumatic tire according to claim 5, wherein
the peak-to-peak amplitude of said waved line is in a range of
from 1 to 3 mm at the tread edge, and gradually decreases towards
the radially inside of the tire.

10. (Original) The pneumatic tire according to claim 5, wherein
the radius of the convex curve and the radius of the concave
curve are in a range of from 8 to 40 % of the ground contacting
width at the tread edge.

11. (Currently Amended) The pneumatic tire according to claim ± 5,
wherein the tread edge is angled.

12. (Currently Amended) The pneumatic tire according to claim + 5,
wherein the tread edge is rounded.

13. (Currently Amended) A pneumatic tire comprising
a tread portion with a pair of tread edges,
a tire shoulder extending radially inwardly from one of the
tread edges, provided with a curved surface comprising a plurality
of convex curves and a plurality of concave curves alternating
therewith, and

on a cylindrical surface centered on the tire axis and
intersecting said curved surface,

each said convex curve swelling axially outwards to have a
curvature, and each said concave curve caving axially inwards to
have a curvature, so that the intersecting line between the curved
surface and the cylindrical surface is a cyclic waved line, wherein

said curvature of the convex curve and said curvature of the
concave curve gradually diminish radially inward from the tread
edge,

said tread portion is provided along at least one of the tread
edges with blocks with said curved surface,

said blocks are circumferentially divided by axial grooves,
and

the axial grooves are being arranged in one and a half cycle of the wave of said cyclic waved line so that each of the axial grooves is positioned at a peak of one of the convex curves or alternatively one of the concave curves.

14. (Canceled)

15. (Canceled)